ground, excepting it, it fields reserved for sports and public meetings, was thoroughly tilled, with electric arrangem. "Its for the fixture of mitragen in the soil, so "a to produce vegetables containing sustemance like that for meat; and for raising apples, pears and peaches: a foot in diameter, ty electric light, and other fruits in proportionate sizes.

Our first stop was at Chicago, which we found was simply a vast trading-post, a business fort or stronghold—like all other cliles, now—where a garrison of clerks and other laborers was stationed in the immense buildings once teening with superfluous

other laborers was stationed in the limine age buildings once teening with superfluous people. This garrison attended to business details with military precision, and was re-lieved at intervals by other men and wo-men drafted from the population for the same purpose. All around Chicago were the impressive ruins of various World's Fairs,

served, and drew many thousand sight seers and tourists every year, who paid a small-fee in memorial silver for the privilege of viewing them.

CHAPTER V.

THE FOREST OF STEEL.

When we descended from the airship at

and ever realized how objectionable they made themselves appear by this ogly trick, and what would have been thought of men if they had adopted the custom of hoisting their trousers by such a rearward seizure. There was not much to be seen at Chicago beyond the big garrison buildings, from fifteen to twenty stories in height, and the descried streets shaded by these piles of stone. No one lived in the city now, unless draffed by government and compelled to do so. There were even pleasant little borders of grass and flowering weeds along the once tumultious thoroughfares, which

The rains had been carefully pre-

The story, as told by the author, is the result of conversations with Thomas A. Edison, the substance of which Mr. Edisor afterwards put into the form of notes writ-ten for the author's use. Mr. Edison's suggestions as to inventions, etc., are un derstood to be simply hints as to what story itself the author is responsible

Gerald Bemis, at the end of the nineterath critiary, having been unsuccessful in his said for the hand of Eva Pryor, al-lows himself to be "vivificated" by the So-ciety of Futures. By a newly-discovered process, animation is suspended, and Hemb s piaced in a hermetically scaled cylinder Three concurres later the cylinder is opened by the chiefs of the society then in control, and Bennis is revived. Among many wonderful discoveries, he finds that telegraphic communication with the planet Mars has been established. Word comes from Mars that one Bronson, who had started for that planet in an anti-gravity machine, has no errived there, and later that a nessenger from Mars is on his way to the earth. Meanwhile Bemis discovers that Eva Pryor, who ready loved him, was also "vivificated." He meets her and the falls in love with Electra, a beautiful twenty second contary gir, who is in turn loved by Hammerfleet, a man of her own

### PART II. CHAPTER III. (Continued.)

It seemed no time at all before there was a rost and a that outside the station, and dissense amounteed that these sounds never the arrival of a stellar car on the

receiving platform.

He was right. As wethrew open the door two strange figures came stingering in the was a sine wy, blonde fellow, himp and fired as though be had passed through about thirty-live thunder storms. "Branches exclaimed my friend, astomned." "Yes, I'm here," be affirmed. "And this 2 Zector.

He pointed to his companion, the strang He pointed to his companion, the strang-est semblance of a man I had ever seen, of gund form and with a face of over-powering intelligence, but at this instant crombing to the frest on hamis and kines, half helpless. "Your atmosphere is so heavy," he said, in fairly good English. "I can havily bear it yet. But I will soon stand up." He shoot his vast head of mir and heavil, then heaved a muchty broath, struggled to rise, and sints into a chair.

This was our missionary.

#### CHAPTER IV THE NEW EARTH.

When the travelers had been refreshed and revived we drew from Bronsen an account of his intersection advented by the said, alternately twiring and mining the end of his long and warlike yellow mustiche, "I was aware of stratge rathings alongside the car, and occasional shocks as of haumer hows. Satan, I suppose, is called the Old hot because a log is the personification of machine and second only to Eve in making trouble. My first idea was that the old boy was having fan with the by throwing stones. A rapid survey through my peopledes showed me I was so far right I was caught in a recteer storm. Fortunately, though, the meteors over there do not shoot so reckessly as those that come near earth. They move with a velocity in acso received in the most man come accord with that of Mars, so that they drop through its atmosphere as the gentle rain from heaven. But they gave me a pretty hard time of it steering clear of them. and there may have been some magnetic stress accompanying their flight that carrad me out of the way. At any rate, it was a long time before I could make a rudder in conjunction with the adjusted redger in conjunction with the suggester lichen serven, and finally reached term martis long after the observers there had given me up. Once safely aground on the planet, I found forlin all ready to embark, and we decided to come right back." But they had promised he would come

Stanifex interposed: "How could be ever

"Ask him," Bronson suggested, pulling les mustache wide at both sides defiantly. "And can we talk English to him? Does he understand?" Electra asked.

he understand." Electra asked.

"He has the most rapid intelligence I ever met," answered Bronsen. "I had to each him most of the English language on the eight heurs bone trip; and he took it all in like water, as fast as I could pour. That is what has fagged me out so." And the stellar aeronaut helped himself to a vegetable chicken breast and swallowed a draught of "life-brew" at a guip.

By this time Zorlin had straightened himself up and seemed to have grown perreputilly in height and breadth. He was conquering the atmosphere of earth; and, after a single stp of sparkking tinted water.

ifter a single sip of sparkling tinted water,

ould have found a way to come," he said easily, yet with a stronge accept; somewhat as though his words were snow-flake crystals, cold at first but melling as they fell. "We had not thought it worth while; but you have made so much adver intely that it seemed best to belp you. We Kneels move by Willpower. It is said many of our people have come to you segrelly before. We know a great deal about your Bet optil just now it was against the law for our people to visit earth; it low-ered them, and always did you harm, and caused wars among you, much against our



"But I Will Soon Stand Up."

will and desire. Even now, I fear, my will make distorb Be was like a man, but endowed much beve a man, and with something weird not incompretensible about him. "Will you not tell us something about

asked Graemantle serenely. He

was the only one of our group who seemed anywhere near coral to Zorlin. "Or would you prefer to rest":

"The first duty of a missionary," Zorlin made answer, "is to learn about the country or the world be comes to. After that, he can tell things. Not now. I learned much of your smeeth from our startails. much of your speech from our startalk; the rest from Bionson. But now let us

was near dawn, and streaks of morning were faintly hinting at day in the cast, through the windows, and even Gissman's spectacular eyes hoked a triffe dim and

When we rose tome three hours later in the glory of a crisp and seal foreneon of autamn, it was decided that we should begin a Jaunt of observation through the country, back to New York. This was partly for Zorian's benefit, but it suited no equally well, since I was almost as mach a stranger as he. For convenience we took the walking balleon down the mountains, as this was the pleasantest converance over rough ground, when there were no large air ships handy.

This vehicle is a shallow car, with small

This vehicle is a shallow car, with small hollow sails of slik above it, containing just enough gas to keep it about thirty feet above ground, assisted by a small electric engine in the center. From the bettam of the car two long ross, or mechanical legs made of aluminum—the lightest known

are they?" he asked.

Hammerfleet came to the fore with:
"Merely express and mail carriers. We have any quantity of them, all over the country and the world. The magnetic lines generally keep them straight on their course; but if they are blown aside, a current is generated by their mechanism, which puts them in line again. An automatic ancroid barometer, working a valve, keepts them at the right attitude."
"But where do they go?" asked Eva.
"Look now, this infaute, and you will see. Watch that one. You notice it is driving straight for that tall skeleton wooden tower youder?"

duced the skin friction of her passage through the deep.

Here and there Eva and I notfeed, with curiosity—and Zorlin was with us in this-certain little air packets that were flying around—"all by their lonesome," as Eva said—always north and south and east and west. They were too small for any.

and west. They were too small for any-one but a pigmy to hide in, and, in fact, there was no one in them. They went automatically. Zorlin at last was unable to maintain his reserve any longer. "What are they?" he asked.

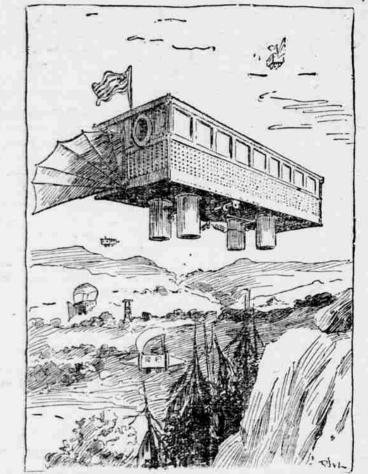
We fixed our gaze upon the tower. The little express carrier drew near, and, as it touched the top of the tower, was clutened and held firm by an iron frame which caught its sails and stopped it. Then a man in the tower began to impack the contents of the carrier, and sent them down by chute to an enclosed ward below. the contents of the carrier, and sent them down by chule to an enclosed yard below.

"But I don't see why you need these things, with all your other facilities for transportation," I objected.

"They save an immense amount of bother and of surface traffic," said Hammerfiest; "besides doing away with hand labor. They are very swift."

When we descended from the airship at Chicago I was horrified to notice that Evaretained the hideous old feminine nine-teenth century habit of grabbing her skirt violently at the rear with one nand, and holding it up, ostensibly to prevent its dragging on the pavement. She did this only on street crossings or wherever, according to her theory, there ought to be dust or dirtor mad or dampuess—no matter how dry and clean the crossing might be. Then she would compliaently let the skirt fall again, and trail at will as a side walk sweeper, with the proud consciousness that she had done her whole duty. I wondered whether our vanished sisters of the past had ever realized how objectionable they made themselves appear by this ugly trick,

"I should think though, they could be easily robbbed by air thieves."
"No. That almost never happens. There are too many people watching. A thief in the air is much easier to deal with



At the Foot of the Mountain We Changed to One of These Equip-

metal—extended down to the ground, where they are reciprorated at regular intervals by an electromotor, which enables them to indicate the motion of wirking and carry the halloon along at the rate of some fifteen unles an hour. They are not meant for high speed, and can travel only, of source, on prepared routes, but are very convenient in certain places.

Air cutters and the larger air ships are employed for flying in any direction and with much greater velocity. They are on an entirely different plan from the flying any sablect that came up, because he was

an entirely different plan fro not yet come into use when I was last alive. The present air ships apply the principle shown, for example in the rapid flutter of the bumble-bee's wing. This is the "shutter" principle. The ship itself is built of latticed aluminum strengthened with a small amount of copper, and en-closed with transparent reliabled for pro-tection against weather (relluled now being generally used in place of glass.) Through the center of the floor are thrust four short aluminum tubes three feet in diameter with three feet of length below; and these are each filled with 2,000 ver thin celluloid shatters, so arranged that they can be thrown apward presenting only their thin edges to the air, offering no re-sistance to it. The instant they are turned down flat, they prevent the passage of air from below, and so compress it into great density. "The inertia of the air in the tubes, you see," Hammerfleet re-marked, "makes it like a rigid column-more rigid than steel. This forces the car upward, when it starks and it ascends on the top of a continually heightening pillar of air which holds it up bus cantly and firm-ly. The 2,000 shutters in each tube work between balanced springs and reciprocate at the rate of (5,000 strokes a minute— that is, they open and shot 250 times every

The motor by which they were worked was. I thought, very ingenious. It is a small electric engine of eleven torse power, set between the tubes, and has an armature of the finest chemically pure iron wire, wound with silver and insulated with collod on reduced by themical neans to cel-The armature, by an automatic device, is balanced to suit all degrees of speed, and has a revolut on of 15,000 per minute. The recuprocating parts are of aluminant the bearings are compressed graphite, lubricated with a volatile oil kept viscous by folid carbonic acid held in a bex on the hearings. The motor and mechanism weigh only 120 journes, and the electricity is generated by exidizing gas-retort carf on in fixed soda, with oxide of copper as a reducer.

The idea of the ship is radically unlike former machines, which either depended on distarting and churning up the air, or relied on aeroplanes or the rush of air under an upward slant.

This later and successful contrivance rests on the solid building up of a comkept viscous by tolid carbonic acid held

an upward slant.

This later and successful contrivance rests on the solid building up of a compressed air foundation beneath it, so that it cannot possibly fail. The direction is controlled in two or three ways, the usual one being by ordinary artificial silk sails, together with a large rudder of stretched silk for tacking and steering, as on the water. By using an aluminum serew, with an auxiliary engine, instead of the silk an nuxiliary engine, instead of the silk udder, and is independent of the wind and can raise the speed of the air ship to between sixty and eighty miles an hour. At the foot of the mountain we changed to one of these equipages; and, as we flew along, we saw many others sending by in all quarters, far and near. The Hotalion sail—that is, the hollow silk sail inflated with gan—I learned had come into univer-sal use for water vessels as well, and had added immersely to the speed and excite-ment of yacht racing. In fact, as we skirted the great lakes and passed over rivers and pands, I had a chance to ob-serve craft of all sorts and sizes with these sails, whitzing like arrows before the these sails, whitzing like arrows before the wind or leading gracefully away from it and skinning the liquid surface as lightly as waterings, but much more beautiful and useful in their movements.

The shutter principle, also, Graemantic told me, had been adapted to steamshi or, rather, electric occanilmers and freighters, by using several hundred thin blades at the stern, in lieu of the old propeller, and also on the sides, which—by direct thrust when turned flat against the water utilized the motion of the waves to con dense air, and drove the vessel forward. Sun engines, which derived electricity di-rectly from sunlight, and another process that extricated it from coal in cloudy weather, supplied the motive power, and waited" accordingly; for the hour electrolysis along the sides of the ship re-

s subject that came up; because he was done of me, or I of him-I hardly knew which regarding Electric. It also irritated me that he was so well informed as to the letails of the twenty second century, when felt that I had just as good a right to

"Why, my boy," he replied, with a patronizing emphasis on the "loy" word, "den't you see that it is an in mease re-lief to the congestion of surface travel to have all these means of conveyance? Civilization and the general occupancy of land have spread to such an extent that we must equalize ground area. Formerly human beings, in their degraded despera ion, actually burrowed underground like noles, to get from one point to another. We rise into the pure air, instead. Land. We rise into the pure air, instead. Land, and the right in it are eneriously valuable. Air costs nothing. The race claims a certain right in the air, though, and franchise these are paid to the people by public vehicles, while private ones are Subject o a small tax. Air ships are not so rerelieve the railroads and highways, and are immensely useful in suling over mount-ains, descrits, forests, or impassable rivers, in times of freshet and flood, besides their ordinary uses. The airships have also been of vast service in polar and African exploration. You ought is spread that our population is large and is spread that our population is large and is spread African exploration. You ought to realize that our jopulation is sirge and is spread out all through the country. So, in older to accomplish traffic easily, it is test to divide it between earth and air. We do not live in large cities low, and we have to have plenty of rocm."

land interspersed. Every acre of the open

What he said was entirely instified he the landscape beneath us, where we could see the country beautifully laid out in small towns, villages and hamiets, with perfect roads leading from one to another, and large groves or tracts of wild wood-

borders of grass and flowering weeds along the once tunnithous thoroughfares, which were now covered with noisess asphalt or gutta-percha pavement; and some of the unnecessary great buildings had been allowed to crumble into mounds or hills, which were planted with trees and shrubs and laid out as pleasure grounds, giving a variety to the topography and landscape, which was saidly lacking in the old times. On the whole, we were much refreshed by the ruralization and the quictness of Chicago, and I enjoyed some delightful strolls with Electra over the crumbled buildings and among the ruins of the ancient World's Fair.

I could more than fancy that Hammar. I could more than fancy that Hammer-

I could more than fancy that Hammerfleet did not approve of these excursions.
He made his distaste for them very clear,
In his solemn, undemonstrative way. But
I took the opportunity to have one or two
frank conversations with Electra. Briefly,
I made love to her, in a strictly honorable,
above board way. That is, I explained that
I had been in love with Eva Pryor three
tombird years and more ago that Eva had
then rejected me, and that I had since undergone some change of feeling myself.
We were standing on the modering crest
of the old Auditorium, the slope of which
went down tow another her each free
can in charmingly broken terraces of verdure and blossom and gurging fountains.
Electra had been recalling to me how,
when women first entered politics, they
had swayed largeconventions of intelligent,
reasoning men, by swinging a parasol or
a flag and raising some wild shoot for a
candidate. But this was a so much greater
tribute to the blindsinteligence of women,
than it was to that of men, that the women tribute to the biind-inteligence of women, than it was to that of men, that the women decided it would be more convenient to sway a small group of men than to excite a mob of several hundred or a couple of thousand male creatures calling themselves delegates. So the women had reduced the membership of political conventions to a few dozent every man being carefully selected for his sensitiveness to parasois and feminine influence and outery. The lessening of the number of delegates had been a great advantage to the women, for it saved them effort and, incidentally, it was good for the country. Hence, there was no more need for auditoriums, colosseums or large halls. A convention could now be held anywhere, and quite inexpensively, under the spread of a few Japanese umbrellas held by women and judiciously waved by them at the proper moment.

"Well, Electra." I asked. "why should

"Well, Electra," I asked, "why should of women rule the world?" "Ah, if the world is willing," she said

"It must be willing," I responded, very man is ruled by a woman." "But how is that?" she inquired.

softly, deprecatingly.

"By his love for her," said I. Slectra, can rule me, and precisely by that neans -I love you."

She smiled with clear, pure, genial amuse ment. Then suddenly she wept; and there was the light of a rainbow on her face—the hiligding of sunshiny mirth and of tearful sorrow—such a thing as I never beheld in any other woman, and do not expect ever to see again.

"Why," she exclaimed, "it gives me great happiness to hear you say so."
Then, with a cadence as of a forest rill ropping plaintively into some rocky po-You must know that nothing can come of his. Dear Gerald Bernis, it is hopeless. am pledged, I am bound to some one else 1 am what they call a "Child of the State," and the government has promised me to an-other man."

"Who is he?" I asked, thrilled with a adden, fierce defiance of the State and of As I spoke Hammerfleet came up behind

us, over the crest of the Auditorium Hill, Electra moved one hand, indicating him silently.
"You!" I exclaimed, turning suddenly to

"He is the man," Electra whispered. "I have heard your conversation unwill-ingly," Hammerfleet observed to me, un-moved. "But we will not discuss it. I came up here to look for you, and to say that it has been arranged that you and I shall start tonight by train for New York, and make some little side excursions of the way-so that you may see more of the

This announcement I recognized as challenge and a threat, united; but I was



The Impressive Ruins of Various World's Fairs.

LANSBURCH AND BROTHER.

# A CHRISTMAS DRESS GOODS OPPORTUNITY.

If you've deferred the buying of your dress until now you've been the gainerpecuniarily and in point of better styles—to be concise, we tell the story thus what we thought excellent value a few days ago at One Dollar-we offer tomorrow at Seventy-five cents-only fifteen pieces. The fabric is an English Boucle, 44 Inches wide-Arabesque designs, good weight and firmly woven in color combinations of blue and black-red and black-plive and black-myrtle and black-brown and black-heliotrope and black and old blue and black.

You husbands that want to make a presentable gift to your wives want to hurry for these

### ABOUT THE GAS LIGHT WOOLENS.

All-wool Cashmeres-in pink-cream-light blue-cardinal and canary..... All-wool cream Albatross and Batiste.... All-wool 45-inch silk-finished Honrietta-in cream-light blue cerise-heliotrope, cardinal, pearl gray, nile pink and old rose.....

The Beautiful Landsdowne

In cream-white-pink-nile-light blue-dove gray and heliotrope,

40 inches wide, \$1.00 yd We'll be open every night this week late.

420, 422, 424, 426 Seventh Street. 

resolved to meet whatever it might imply, anthochingly. "Very well," I answered: "If Graemantie approves, I will accept his

decision. We three then went down the hillside, not speaking further, and joined the rest of our party. Whether Graemantle suspected anything sinister in Hammerfleet's plan or not 1 could not guess; but 1 was reas-

sured by his approving it, since it was certain that he could not wish me any ill.

I set out that night with Hammerfleet, as a sort of advance guard. Our first stop, early in the morning, was somewhere near Ruffalo, when we got out and walked for a while along the highways. Here I noticed the method of getting on and off trains. The cars nover stopped. A spring partform bounced passengers from the station or to the end platform of the cars, where they were received on spring cushions. In the case of quick express trains, a parallel train was run at a swifter rate along a neighboring track for a short distance, and the passengers were furled from this, lightly and upright, into the express. Bicycles, I found, were no longer a fad

Bicycles, I found, were no longer a fad or a tuisance. Separate paths were provided for them, and on these electric bicy cles, treycles and carriages were run, with power supplied from stations, at regular intervals, and at all hotels, by recharging

the storage batteries. the storage batteries.

Horses were but little used for trayel, and existed mainly as a form of preserved life. like deer, in purks, or for racing purposes; although, even in racing, their speed was so greatly surpassed by that of flotation sails and subber-oared boats and various mechanical four-legged machines for running, that they were now not much more than demestic pets, like cats and dogs. However, although mowing was done chiefly by electric trolley mowers, we saw some draught horses and carriage horses in use on farms, or on the road we were traveling afoot. In sandy regions the wheels of the horse-wagons had outward curving flanges, which prevented the sloking of sand into the wheel ruts and did away with friction and the loss of power by displacement of the sand. Many wagon wheels, also, were coated with naphthaline, to counteract the friction and various mechanical four-legged machines naphthaline, to counteract the friction and Part of the way we traveled in herse-less electric carringes, after we grew tired of walking. Then again we took to our feet, and after a time balted before a vast expanse of machinery installed under

expanse of machinery instance under a seemingly illimitable shed. It looked like an enormous jungle of metal mechanism. "What is this?" I asked of Hammerfleet. "It resembles a forest, but a forest of iron and steel."

"That's precisely what it is," he answered. "And we're now going to stroll through it."

We passed in and were soon lost in the shadows of this wilderness, where the nughty trunks and the waving branches of "Allour factory work is done in this way,

now." Hammerfleet courteously explained to me. "This tangle of mechanism runs for the most part automatically, and is governed by one man. It covers many acres." Wheels were spinning round in the most bewildering manner, buge trip-hammers were thudding down, with tons of force, in particus places, and at intervals, some creat various places; and at intervals, some great overwhelming bar of metal weighing thouoverwhelming har of metal weighing their sands of pounds wouldcome swinging down from the roof and almost touch the ground, with a heavy swoop that meant death to any man who gotinits way.
"Why," I exclaimed, "it is like the maze

of life. Anyone who should pass under one of those swinging beams at the wrong moment would be crushed out as though by a blow of doom. They seem to exemplify fate."
"Quite so," he agreed.

"Let us go back," I proposed.
"No," he objected; "that would be cow-relly. Besides, you cannot find your way ack safely, now. The same sort of steel ardly. ardly Besides, you cannot find your way back safely, now. The same sort of steel beams are swinging low behind us as in front. If you were to turn back you would have to ran the risk of being crushed. I am your only guide. You must go forward with me, and take your chances." "Yet," I returned, "you say that this whole forest of moving machinery is regulated by one man? Suppose anything should happen to him; that he should che surddenly, or should be asleep or fainting suddenly, or should be asleep or fainting and incapable at this very moment. The machinery would go on, and we might, perhaps, be destroyed under it."

"That is the situation exactly," answered Hammerfleet. "The engineer is asleep; I had him drugged in advance." "Then you intend to murder me here in this forest of steel?" I asked defiantly, but with a decided inward shudder. "Oh, no; I didn't say that," he returned coolly; "but I shall leave you to trace your own course; and if anything fatal happens to you, it will be laid entirely to the machinery."

"You villain!" I exclaimed, "So this is your trap for me, is it? Well, it's a pretty large one for such small game, and I'll see whether I can make my way through." I started running and designs ahead, nimbly, but warily, through the awful stadows, the bewildering electric lights spotted here and there, and the throbbling, swinging, whirling, or rising and falling masses of metal; all of which appeared to be consciously aiming blows at me

"Hold on," cried my enemy. "You will certainly be killed. Stop! On one condition will help you out," "And that?" I shouted back, pausing.

"And that." I shouted back, pausing, "Is that you never again speaka word of love to Electra, or recur to the wild idea of marrying her."

"Death, sooner!" I retorted, "I will never consent to such a promise." And once more I started on my perilous advance through the forest of steel.

It was a frightful experience. In all my former life put together I had not suffered so much fearful excitement, auxiety and terror as were crowded into the next few minutes. A numbing chill crept up through

minutes. A numbing chill crept up through me. from my feet to my brain; and it seemed to me that I could actually feel my scemed to me thave hair growing white.

(To be continued.)

## All the Earth Shall Hear!

And, hearing, believe. If, however, there are any doubting Thomases in the ranks we invite them to COME AND SEE

And with us abide Over the festive season of Yuletide.

We will clothe you properly for this, the greatest of all festivals-for minor consideration.

FOR MEN.

All-wool Suits from ..... \$3.98 All-wool Overcoats from.. \$4.98 Pantaloons from ...... \$1.50 Furnishings.

Coat, Vest and Long Pants, 14 to 12 years, from \$2.00
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from \$2.00

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Everything needful for man or boy. All the latest nevelties in Neckwear. All the newest designs in Mufflers and Silk Handker.

A bountiful supply of exams style in touch with the A bountiful supply of every shape, shade and style in touch with the prevailing modes, WE'VE GOT CHRISTMAS IN OUR BONES ALREADY.

ICTOR E. ADL OUTFITTER TO MEN,

923 Seventh St. N. W. 927

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Useful Christmas

Presents! Toys for the children are all right and appropriate for this festive season-but the lasting, useful and worthful presents are the every day needs mentioned in this list.

Cut it out for reference. Table Linen and Napkins.

25c. red table damask . 25c 47c 69c, bleached German lipen Blankets and Comferts.

75c. double blankets ... 490 double blankets

75c. White Spreads . 75c. Luce Curtains Dr.ss Goods.

90c. White Spreads

50c. All-wool Dress Goods... 29c 39c. Mohair, silk finished... 25c 



39c. Fascinators ...

25e Infants' 190 15e Infants' 90

75c

490

25c. Fascinators fancy 5c 13c. Silk Handkerchiefs 10c 25c. Silk Handkerchiefs, in-itialed, 2 for 25c 25c. Linen Handkerchiefs, 2 25c. Swiss Handkerchiefs, 2 75c. Silk Mufflers ..... ....73c



Dress Skirt, \$1.98. \$:.50 Dress Skirt. \$1.39.

All kinds of Underwear at lowest

STERN'S, 904-906 7th St

35005650 :\*\*\* 556660366656565 Behind the Curtain. midnight."
"That's the time mine usually commences."—Cleveland Plain Dealer.

\$20 \$25 Overcoats,

> going to PUSH! Firstcomers can have their choice of our finest Kersey and Melton Overcoats-half-lined with silk -for \$15. These coats are in blue and black-and the body lining is of black Clay. dingonal. No such cents elsewhere-at this priceonly a few HERE.

M. Dyrenforth & Co., 621 Pa. Ave. N. W.

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studying over the question of present buying? You are not the only one who is short of ready cash! You can buy all the presents you want here on

> Easy Payments!

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